

Europäisches Patentamt
European Patent Office
Office européen des brevets



(11) **EP 1 098 087 A1**

(12) **EUROPEAN PATENT APPLICATION**

(43) Date of publication:
09.05.2001 Bulletin 2001/19

(51) Int Cl.7: **F02M 57/02**, F02M 59/36,
F02M 59/46, F02M 47/02

(21) Application number: 00308869.7

(22) Date of filing: 09.10.2000

(84) Designated Contracting States:
**AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU
MC NL PT SE**
Designated Extension States:
AL LT LV MK RO SI

(72) Inventor: **Buckley, Paul**
Rainham, Kent ME8 9ES (GB)

(74) Representative: **Pople, Joanne Selina**
Marks & Clerk,
Alpha Tower,
Suffolk Street
Queensway, Birmingham B1 1TT (GB)

(30) Priority: 09.10.1999 GB 9923823

(71) Applicant: **Delphi Technologies, Inc.**
Troy, MI 48007 (US)

(54) **Fuel Injector**

(57) A fuel injector for use in an injector arrangement including a pumping plunger (50), a pump chamber (52) and a spill valve arrangement (40) controlling communication between the pump chamber (52) and a low pressure fuel reservoir. The fuel injector comprises a valve needle (12) which is engageable with a seating to control fuel delivery through a fuel injector outlet opening, a first control chamber (25) being arranged such that the fuel pressure therein acts on a surface associated with the valve needle (12) and a second control chamber (44) being arranged such that fuel pressure therein acts on a surface associated with the spill valve arrangement (40). The injector further comprises a piezoelectric actuator arrangement including a piezoelectric element (32) having first and second ends, the first end being associated with the spill valve arrangement (40) and the second end being associated with the valve needle (12) such that, in use, operation of the spill valve arrangement (40) and movement of the valve needle (12) is controlled by controlling the energisation level of the piezoelectric element (32).

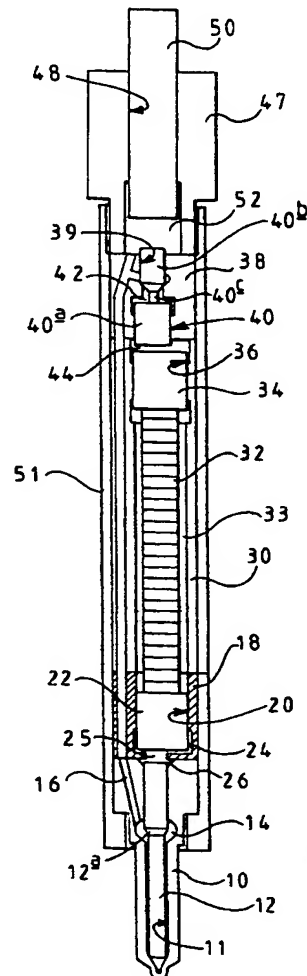


FIG 1

BEST AVAILABLE COPY

Description

[0001] This invention relates to a fuel injector for use in supplying fuel, under pressure, to the cylinders of an internal combustion engine.

[0002] A known fuel injector arrangement comprises a plunger reciprocable within a plunger bore provided in a housing to pressurise fuel located within a pump chamber defined by the plunger bore. The plunger bore communicates with a fuel pressure actuated injector such that, once the fuel pressure within the plunger bore exceeds a predetermined level, the injector opens and, thus, fuel injection commences.

[0003] In order to permit independent control of the injection pressure and the timing of injection, it is known to provide a spill valve which communicates with the pump chamber, and an injection control valve which controls fuel pressure within a control chamber defined, in part, by a surface associated with a valve needle of the injector to control movement of the needle. In use, the spill valve remains open during initial inward movement of the plunger. Subsequently, the spill valve is closed, further inward movement of the plunger pressurising the fuel within the pump chamber. When injection is to commence, the injection control valve is actuated to connect the control chamber to a low pressure drain thus permitting movement of the needle away from its seating to commence fuel injection.

[0004] European Patent Application No 0840003 describes a fuel injector of the aforementioned type, including a spill valve arrangement, which is controlled by means of a first actuator, and an injection control valve, which is controlled by means of a second actuator. As the fuel injector requires two actuator arrangements to independently control the spill valve and the injection control valve, the cost of the injector is high, particularly if piezoelectric actuators are employed.

[0005] European Patent Application No 0905719 describes a method of independently controlling the spill valve and the injection control valve of a fuel injector by means of a single, electromagnetic actuator arrangement. When it is desired to pressurise fuel within the pump chamber, the spill valve is closed by energising the actuator to a first, relatively low energisation level, during which stage of operation the injection control valve remains closed to low pressure. In order to commence fuel injection, the actuator is energised to a second, higher energisation level to open the injection control valve to low pressure. When the injection control valve is open to low pressure, the fuel injector valve needle is moved inwardly to permit fuel injection through outlet openings provided in the fuel injector nozzle body.

[0006] In order to permit full filling of the pump chamber and to minimise the volume of the plunger bore and maximise the peak fuel pressure, it is desirable to locate the spill valve in close proximity to the plunger. In addition, it is desirable to locate the injection control valve in close proximity to the valve needle as this improves the

response of the valve needle. However, it is difficult to satisfy both of these requirements using the fuel injector arrangements described hereinbefore.

[0007] It is an object of the invention to provide a fuel injector which alleviates this problem.

[0008] According to the present invention there is provided a fuel injector for use in an injector arrangement including a pumping plunger and a pump chamber and a spill valve arrangement controlling communication between the pump chamber and a low pressure fuel reservoir, the fuel injector comprising a valve needle engageable with a seating to control fuel delivery through a fuel injector outlet opening, a first control chamber being arranged such that the fuel pressure therein acts on a surface associated with the valve needle and a second control chamber being arranged such that fuel pressure therein acts on a surface associated with the spill valve arrangement, and a piezoelectric actuator arrangement including a piezoelectric element having first and second ends, the first end being associated with the spill valve arrangement and the second end being associated with the valve needle such that, in use, operation of the spill valve arrangement and movement of the valve needle is controlled by controlling the energisation level of the piezoelectric element.

[0009] The invention provides the advantage that only a single piezoelectric actuator arrangement is required. This reduces the cost of the fuel injector. Additionally, the spill valve and the control chamber associated with the valve needle can both be located in close proximity to the piezoelectric actuator arrangement. Thus, the response of the valve needle is improved.

[0010] The fuel injector conveniently includes first and second piston members, the first piston member being moveable with the first end of the piezoelectric element and the second piston member being movable with the second end of the piezoelectric element, movement of the first and second piston members being controlled by varying the energisation level of the piezoelectric element.

[0011] Conveniently, the first and second piston members are slidable within first and second bores respectively. The first bore may define, in part, the first control chamber and the second bore may define, in part, the second control chamber. Movement of the first piston member within the first bore varies the volume of the first control chamber and movement of the second piston member within the second bore varies the volume of the second control chamber.

[0012] The first piston member may have a smaller diameter than the second piston member such that de-energisation of the piezoelectric element to a first energisation level causes movement of the second piston member to close the spill valve arrangement and further de-energisation of the piezoelectric element to a second, lower energisation level causes movement of the first piston member to move the valve needle away from the seating.

[0013] Alternatively, the first piston member may have a diameter greater than the diameter of the second piston member such that energisation of the piezoelectric element to a first energisation level causes movement of the second piston member to close the spill valve arrangement and further energisation of the piezoelectric element to a second, higher energisation level causes movement of the first piston member to move the valve needle away from the seating.

[0014] In one embodiment of the invention, the fuel injector may further comprise an injection control valve arrangement including a control valve member and a third control chamber for fuel, a surface of the control valve member being exposed to fuel pressure within the third control chamber, the control valve member being engageable with a further seating to control fuel pressure within the first control chamber.

[0015] Conveniently, the spill valve arrangement comprises a spill valve member which is slidable within a further bore defining, in part, an additional chamber. The spill valve member may be engageable with a further seating to control communication between the additional chamber and a low pressure fuel reservoir. Alternatively, the additional chamber may communicate directly with a low pressure fuel reservoir.

[0016] In an alternative embodiment, the first control chamber may be arranged to communicate directly, by means of a first restricted flow path, with a supply passage for supplying fuel under high pressure to the injector.

[0017] The second control chamber may be arranged to communicate directly, by means of a second restricted flow path, with a supply passage for supplying fuel under high pressure to the injector.

[0018] The piezoelectric actuator arrangement may include a single piezoelectric element or may include a stack of piezoelectric elements.

[0019] The valve needle may be of the inwardly or outwardly opening type.

[0020] The invention will now be described, by way of example only, with reference to the accompanying drawings, in which:

Figure 1 is a cross-sectional view of a fuel injector in accordance with an embodiment of the present invention;

Figure 2 is a schematic view of the fuel injector in Figure 1;

Figure 3 is a cross-sectional view of an alternative embodiment; and

Figure 4 is a schematic view of the fuel injector in Figure 3.

[0021] Referring to Figures 1 and 2, the fuel injector includes a valve needle 12 which is reciprocable within

a bore 11 provided in a nozzle body 10. The valve needle 12 is engageable with a seating defined by the bore 11 to control fuel delivery through one or more outlet openings (not shown) provided in the nozzle body 10. The bore provided in the nozzle body 10 includes a region of enlarged diameter which defines an annular chamber 14, fuel being supplied to the annular chamber 14 by means of a supply passage 16, in use. The valve needle 12 is provided with one or more thrust surfaces 12a which are exposed to fuel pressure within the annular chamber 14.

[0022] The upper end of the nozzle body 10 abuts a distance piece 18 which is provided with a bore 20 of stepped form, a first piston member 22 being slidable within an upper region of the bore 20. The bore 20 includes a region having a diameter greater than that of the piston member 22, and includes a region of reduced diameter which communicates with a recess 26 provided in the upper end face of the nozzle body 10, the recess 26, the lower end face of the piston member 22 and the bore 20 together defining a first control chamber 25 for fuel. In use, fuel pressure within the control chamber 25 acts on the upper end face of the valve needle 12 and serves to urge the valve needle 12 in a downwards direction in the illustration shown against the seating defined by the bore 11. As indicated in Figure 2, the upper end face of the valve needle 12 and the lower end face of the distance piece 18 together define a clearance gap, D1, which serves to limit the extent of movement of the valve needle 12 within the bore 11. Additionally, the lower end face of the first piston member 22 and the bore 20 together define a second clearance gap, D2, which serves to limit the extent of movement of the piston member 22 within the bore 20, the bore 20 being provided with a step which defines a stop for the piston member 22 when the piston member 22 has moved through a distance equal to D2 in a downward direction, in the illustration shown.

[0023] The distance piece 18 is provided with a drilling which forms part of the supply passage 16 for fuel. As shown in Figure 2, the supply passage 16 communicates, by means of a restricted passage 28, with the first control chamber 25. The control chamber 25 is also supplied with high pressure fuel through leakage from the bore 11. Alternatively, the control chamber 25 may communicate with the supply passage 16 through leakage alone, rather than by providing the restricted passage 28.

[0024] The distance piece 18 abuts a housing 30 within which a piezoelectric actuator arrangement is arranged, the piezoelectric actuator arrangement including a piezoelectric stack 32 which is housed within a chamber 33 defined within the housing 30. In use, the energisation level, and hence the axial length, of the piezoelectric stack 32 may be varied by varying the voltage applied to the stack 32. One end of the piezoelectric stack 32 is in connection with the piston member 22, the other end of the piezoelectric stack 32 being in connec-

tion with a second piston member 34 which is reciprocable within a bore 36 provided in the housing 30. The piezoelectric stack is housed within a chamber which is connected, by means of a passage 37, to a low pressure fuel reservoir or drain. Thus, in use, any fuel under high pressure which leaks into the chamber housing the piezoelectric stack 32 is able to escape to low pressure through the passage 37.

[0025] At its end remote from the distance piece 18, the housing 30 abuts a further housing 38 for a spill valve arrangement, the spill valve arrangement including a spill valve member 40 including a region 40a of enlarged diameter, a region 40b of reduced diameter and an intermediate region 40c of further reduced diameter. The spill valve member 40 is slidable within a through bore 39 of stepped form provided in the housing 38. The diameter of the spill valve member region 40b is substantially the same as the diameter of the adjacent part of the bore 39 such that movement of the spill valve member 40 is guided within the bore. The upper surface of the enlarged region 40a of the spill valve member 40 and the step in the bore 39 together defining a clearance gap, D3, which serves to limit the extent of movement of the spill valve member 40 within the bore 39. A surface of the spill valve member 40 defined between the intermediate region 40c and the region 40b is engageable with a valve seating defined by the bore 39 to control communication between the supply passage 16 and a chamber 42 defined by a region of the bore 39. The chamber 42 communicates with the low pressure fuel reservoir by means of a flow passage 43.

[0026] It will be appreciated that the enlarged region 40a and the intermediate region 40c of the spill valve member 40, or the intermediate region 40c and the region 40b of the spill valve member 40, may be integrally formed. Alternatively, the regions 40a, 40b and 40c of the spill valve member 40 may be separate components which are held together by forces due to fuel pressure or by means of biasing springs.

[0027] The lower end face of the enlarged region 40a of the spill valve member 40, the bore 36 provided in the housing 30 and the upper end face of the piston member 34 together define a second control chamber 44 for fuel, the chamber 44 being in communication with the supply passage 16 by means of a restricted passage 46, as indicated in Figure 2. The diameter of the first piston member 22 is slightly smaller than the diameter of the second piston member 34. Thus, the effective surface area of the piston member 22 exposed to fuel pressure within the chamber 25 is slightly smaller than the effective surface area of the second piston member 34 exposed to fuel pressure within the chamber 44.

[0028] The housing 38 abuts, at its end remote from the housing 30, a further housing 47, the nozzle body 10, the distance piece 18 and the housings 30, 38, 47 being received within a cap nut 51. The housing 47 is provided with a bore 48 which defines a pump chamber 52 for fuel. A pumping plunger 50 is reciprocable within

the bore 48 to vary the volume of the pump chamber 52, the pumping plunger 50 being cooperable with a cam arrangement (not shown) which is carried by a drive shaft such that, upon rotation of the drive shaft, reciprocating motion is transmitted to the pumping plunger 50. The bore 48 communicates with the low pressure fuel reservoir by means of a flow passage 49 provided in the housing 47.

[0029] The pump chamber 52 communicates with the supply passage 16 such that, in use, during outward movement of the pumping plunger 50 within the bore 48 and with the spill valve member 40 in its open position, fuel is drawn into the pump chamber 52, subsequent inward movement of the pumping plunger 50 within the bore 48 causing fuel to be expelled from the pump chamber 52, past the valve seating, into the chamber 42 and to the low pressure fuel reservoir. If the spill valve member 40 is moved to its closed position, fuel within the pump chamber 52 is unable to flow to low pressure such that inward movement of the pumping plunger 50 within the bore 48 causes pressurisation of fuel within the pump chamber 52, high pressure fuel therefore being supplied through the supply passage 16 to the downstream parts of the fuel injector.

[0030] In use, starting from a position in which the piezoelectric stack 32 is energised to a higher energisation level, and with the spill valve member 40 in its open position, fuel within the pump chamber 52 is able to escape to low pressure as the pumping plunger 50 reciprocates within the bore 48. Fuel within the pump chamber is able to flow through the supply passage 16 into the annular chamber 14, into the first control chamber 25 through the passage 28, and through leakage from the bore 11, and into the second control chamber 44 through the passage 46. Fuel pressure within the chamber 25 acts on the upper end face of the valve needle 12 and, as the effective area of the end face of the valve needle 12 exposed to fuel pressure within the chamber 25 is greater than the effective area of the thrust surface 12a exposed to fuel pressure within the chamber 14, the valve needle 12 is urged against the seating to prevent fuel delivery through the outlet openings provided in the nozzle body 10. Thus, fuel injection does not take place. It will be appreciated that the valve needle 12 may also be urged against its seating by means of a compression spring (not shown) in a conventional manner. Fuel within the passage 43 and in the control chambers 25, 44 is at a higher pressure than fuel within the passage 37 and the chamber 33 and, as the piston member 34 has a larger effective area exposed to fuel pressure than the piston member 22, the net force on the piezoelectric stack 32 is therefore in a downwards direction causing the piston member 22 to be urged in a downwards direction to close the clearance gap D2.

[0031] When fuel pressurisation is to be commenced, the actuator is partly de-energised to a first, reduced energisation level causing the length of the piezoelectric stack 32 to contract to a first, reduced length. As the

diameter of the piston member 34 is slightly greater than the diameter of the piston member 22, the effective area of the piston member 34 exposed to fuel pressure within the chamber 44 is greater than the effective area of the piston member 22 exposed to fuel pressure within the chamber 25. Thus, as a result of the contraction in length of the piezoelectric stack 32 to the first, reduced length, the second piston member 34 will be caused to move by a greater amount than the piston member 22 which should remain against its stop defined by the bore 20. As a result, the volume of the chamber 44 is increased such that fuel pressure within the chamber 44 reduces, fuel only being supplied to the chamber 44 at a restricted rate through the restricted passage 46. The force applied to the end face of the enlarged region 40b of the spill valve member 40 is therefore reduced, fuel pressure within the pump chamber 52 acting on the end face of the region 40b of the spill valve member 40 so as to urge the spill valve member 40 against its seating to close communication between the supply passage 16 and the low pressure fuel reservoir. Thus, during continued inward movement of the pumping plunger 50 within the bore 48, fuel pressure within the pump chamber 52 increases and fuel under high pressure is delivered through the supply passage 16 to the downstream parts of the fuel injector.

[0032] When fuel injection is to be commenced, the piezoelectric actuator is further de-energised to a second, further reduced energisation level, the length of the piezoelectric stack 32 thereby contracting to a further reduced, second length. As the spill valve member 40 is seated, any further contraction of the length of the piezoelectric stack 32 gives rise to a relative reduction in fuel pressure within the control chamber 44 to permit the piston member 22 to move away from its stop defined by the bore 20. Thus, as fuel is only able to flow into the chamber 25 at a restricted rate through the restricted passage 28, when the piezoelectric stack 32 is further contracted, the first piston member 22 is moved in an inwards direction in the illustration shown in Figure 1, thereby increasing the volume of the chamber 25. The force applied to the upper end face of the valve needle 12 is thereby reduced, fuel pressure within the chamber 14 acting on the thrust surface 12a of the valve needle 12 and serving to urge the valve needle 12 in an upwards direction away from the seating to permit fuel delivery through the outlet openings provided in the nozzle body 10. Fuel is therefore injected into the engine cylinder or other combustion space. Movement of the valve needle 12 away from its seating is limited by the clearance gap, D1, defined between the upper end face of the valve needle 12 and the distance piece 18.

[0033] In order to cease fuel injection, the actuator arrangement is re-energised to the first energisation level, thereby increasing the length of the piezoelectric stack 32 to the first length. The piston member 22 is therefore caused to move downwardly within the bore 20 to reduce the volume of the chamber 25, fuel pressure within

the chamber 25 thereby being increased. Thus, the force applied to the upper end face of the valve needle 12 is also increased and is sufficient to overcome the force applied to the thrust surface 12a of the valve needle 12 such that the valve needle 12 is returned to its seated position. Thus, fuel delivery through the outlet openings ceases. During this stage of operation, as the length of the piezoelectric stack 32 is increased, the second piston member 34 is moved upwardly to reduce the volume of the chamber 44. However, although fuel pressure within the chamber 44 increases, the force on the enlarged region 40a of the spill valve member 40 is insufficient to overcome the downward force on the region 40b of the spill valve member 40 due to fuel pressure within the chamber 52. The spill valve member 40 therefore remains seated against its seating to maintain fuel pressurisation within the pump chamber 52.

[0034] In order to cease fuel pressurisation, the piezoelectric stack is energised to the initial, higher energisation level to increase the length of the piezoelectric stack 32 to the initial length, the piston member 34 therefore being moved in an upwards direction to reduce the volume of the chamber 44. Fuel pressure within the chamber 44 therefore increases, the force on the enlarged region 40a of the spill valve member 40 due to fuel pressure within the chamber 44 being sufficient to overcome the downward force on the region 40b of the spill valve member 40 due to fuel pressure within the chamber 52 such that the spill valve member 40 is urged away from its seating to open communication between the supply passage 16 and the low pressure fuel reservoir. Thus, continued inward movement of the pumping plunger 50 within the bore 48 does not result in pressurisation of fuel.

[0035] During the fuel injecting stage, it may be preferable to de-energise the piezoelectric actuator to an energisation level slightly less than the second energisation level to ensure a net flow of fuel into the chamber 25 from the supply passage 16 is maintained. Thus, when fuel injection is to be ceased, and the piezoelectric stack 32 is re-energised, closure of the valve needle 12 against its seating is assured before the piston member 22 reaches its stop defined by the bore 20.

[0036] By utilising both ends of the piezoelectric stack to control movement of the spill valve member 40 and the valve needle 12 respectively, both the spill valve and the valve needle can conveniently be located in close proximity to the pump chamber 52 and the control chamber 25 respectively. Thus, the response of the valve needle is improved. Additionally, as only one piezoelectric actuator is required, the cost of the fuel injector is reduced significantly.

[0037] In the embodiments of the invention shown in Figures 1 and 2, the control chambers 25, 44 communicate directly, via the restricted passages 28, 46 respectively, with the supply passage 16. As shown in Figures 3 and 4, in an alternative embodiment the fuel injector includes an injection control valve arrangement

including a control valve member 60 which is slidable within a bore 62 provided in a fuel injector housing 67. The fuel injector includes a first piston member 22a and a second piston member 34a, the first piston member 22a having a diameter slightly greater than the diameter of the second piston member 34a.

[0038] The control valve member 60 has an end face which is exposed to fuel pressure within a third control chamber 64, the control valve member 60 being engageable with a seating defined by the bore 62 to control communication between the supply passage 16 and the control chamber 25. Thus, the supply passage 16 does not communicate directly with the control chamber 25, as is the case in the embodiment shown in Figures 1 and 2, the control chamber 25 being connected, via a restricted passage 69, to the low pressure fuel reservoir. A spring 66 is housed within the bore 62, the spring 66 serving to urge the control valve member 60 away from its seating to open communication between the supply passage 16 and the chamber 25.

[0039] The chamber 42 defined by the bore 39 also does not communicate directly with the low pressure fuel reservoir, communication between the chamber 42 and the low pressure fuel reservoir being controlled by means of the spill valve member 40, fuel being able to flow between the low pressure fuel reservoir and the chamber 42 by means of a restricted passage 65 when the spill valve member 40 is lifted away from its seating. The spill valve member 40 is urged away from the valve seating defined by the bore 39 by means of a spring 63 housed within an end of the bore 39. Between fuel injections, the control chambers 44, 64 fill with fuel through leakage and, as the piston member 34a has a smaller effective area exposed to fuel pressure than the piston member 22a, and as the chamber within which the piezoelectric stack 32 is housed communicates with the low pressure fuel reservoir, the piezoelectric stack 32 will be moved upwardly until the piston member 22a reaches its stop defined by a bore in the housing 67.

[0040] In use, when fuel pressurisation is to be commenced, the piezoelectric actuator is energised to a first, relatively low energisation level, to extend the length of the piezoelectric stack 32. As the effective area of the piston member 22a exposed to fuel pressure within the chamber 64 is greater than the effective area of the piston member 34a exposed to fuel pressure within the chamber 44, the piston member 34a is moved in an upwards direction within the bore 36, thereby reducing the volume of the chamber 44. Thus, fuel pressure within the chamber 44 is increased and is sufficient to overcome the spring force due to the spring 63, the spill valve member 40 therefore being urged against its seating to close communication between the pump chamber 52 and the low pressure fuel reservoir. Continued, reciprocal motion of the pumping plunger 50 within the bore 48 therefore causes pressurisation of fuel within the pump chamber 52.

[0041] When fuel injection is to be commenced, the

piezoelectric actuator is energised to a second, higher energisation level to further increase the length of the piezoelectric stack 32. As the spill valve member 40 is seated and the control chamber 44 is closed, the first piston member 22a is caused to move downwardly within the bore 20, reducing the volume of the chamber 64 and increasing fuel pressure therein. The force applied to the end face of the control valve member 60 exposed to fuel pressure within the chamber 64 is therefore increased and is sufficient to overcome the force due to the spring 66, the control valve member 60 thereby being urged against its seating to close communication between the supply passage 16 and the control chamber 25.

[0042] Thus, during this stage of operation, fuel pressure within the control chamber 25 is reduced, thereby reducing the force applied to the upper end face of the valve needle 12. The valve needle 12 is therefore lifted away from its seating due to fuel pressure within the chamber 14 acting on the thrust surface 12a. With the valve needle 12 lifted away from the seating fuel injection takes place through the outlet openings provided in the nozzle body. It will be appreciated that, although the separate fuel injector housing components are not shown in Figure 3, the fuel injector may comprise similar housing components to those shown in Figure 1.

[0043] By utilising both ends of the piezoelectric stack to control movement of the spill valve member and the control valve member, both the spill valve and the control valve can be located in close proximity to the pump chamber 52 and the control chamber 25 respectively. Additionally, only one piezoelectric actuator arrangement is required, thereby reducing the cost of the fuel injector.

[0044] In an alternative embodiment to that shown in Figure 3 and 4, a surface associated with an outwardly opening valve needle may be exposed to fuel pressure within the control chamber 64 such that, when the piezoelectric stack is energised to cause movement of the piston member 22a and an increase in fuel pressure within the chamber 64, the force applied to the surface associated with the valve needle is also increased to move the valve needle outwardly, thereby permitting fuel delivery into the engine cylinder or other combustion space.

[0045] It will be appreciated that the piezoelectric actuator arrangement need not include a stack 32 of piezoelectric elements, but may include a single piezoelectric element.

Claims

1. A fuel injector for use in an injector arrangement including a pumping plunger (50), a pump chamber (52) and a spill valve arrangement (40) for controlling communication between the pump chamber (52) and a low pressure fuel reservoir, the fuel in-

jector comprising a valve needle (12) engageable with a seating to control fuel delivery through a fuel injector outlet opening, a first control chamber (25) being arranged such that the fuel pressure therein acts on a surface associated with the valve needle (12) and a second control chamber (44) being arranged such that fuel pressure therein acts on a surface associated with the spill valve arrangement (40), and a piezoelectric actuator arrangement including a piezoelectric element (32) having first and second ends, the first end being associated with the spill valve arrangement (40) and the second end being associated with the valve needle (12) such that, in use, operation of the spill valve arrangement (40) and movement of the valve needle (12) is controlled by controlling the energisation level of the piezoelectric element (32).

2. The fuel injector as claimed in Claim 1, wherein the fuel injector includes first and second piston members (22, 34; 22a, 34a), the first piston member (22, 22a) being moveable with the first end of the piezoelectric element (32) and the second piston member (34, 34a) being movable with the second end of the piezoelectric element (32), movement of the first and second piston members being controlled by varying the energisation level of the piezoelectric element.
3. The fuel injector as claimed in Claim 2, wherein the first and second piston members (22, 34; 22a, 34a) are slidable within first and second bores (20, 36) respectively, the first bore (20) defining, in part, the first control chamber (25) and the second bore (36) defining, in part, the second control chamber (44).
4. The fuel injector as claimed in Claim 2 or Claim 3, wherein the first piston member (22) has a smaller diameter than the second piston member (34) such that de-energisation of the piezoelectric element (32) to a first energisation level causes movement of the second piston member (34) to close the spill valve arrangement (40) so as to close communication between the pump chamber (52) and the low pressure fuel reservoir, further de-energisation of the piezoelectric element (32) to a second, lower energisation level causing movement of the first piston member (22) to move the valve needle (12) away from the seating.
5. The fuel injector as claimed in Claim 2 or Claim 3, wherein the first piston member (22a) has a diameter greater than the diameter of the second piston member (34a) such that energisation of the piezoelectric element (32) to a first energisation level causes movement of the second piston member (34a) to close the spill valve arrangement (40) so as to close communication between the pump

chamber (52) and the low pressure fuel reservoir, further energisation of the piezoelectric element to a second, higher energisation level causing movement of the first piston member (22a) to move the valve needle (12) away from the seating.

6. The fuel injector as claimed in any of Claims 1 to 5, wherein the second control chamber (44) is arranged to communicate directly, by means of a second restricted flow path (46), with a supply passage (16) for supplying fuel under high pressure to the injector.
7. The fuel injector as claimed in any of Claims 1 to 6, wherein the first control chamber (25) is arranged to communicate directly, by means of a first restricted flow path (28), with a supply passage (16) for supplying fuel under high pressure to the injector.
8. The fuel injector as claimed in any of Claims 1 to 6, further comprising an injection control valve arrangement for controlling communication between the first control chamber (25) and a supply passage (16) for supplying fuel under high pressure to the injector.
9. The fuel injector as claimed in Claim 8, wherein the injection control valve arrangement includes a control valve member (60) and a third control chamber (64) for fuel, a surface of the control valve member (60) being exposed to fuel pressure within the third control chamber (64), the control valve member (60) being engageable with a further seating to control communication between the first control chamber (25) and the supply passage (16).
10. The fuel injector as claimed in any of Claims 1 to 9, wherein the spill valve arrangement comprises a spill valve member (40) which is slidable within a further bore (39) defining, in part, an additional chamber (42), the spill valve member (40) being engageable with a further seating to control communication between the additional chamber (42) and a low pressure fuel reservoir.
11. The fuel injector as claimed in any of Claims 1 to 10, wherein the piezoelectric actuator arrangement includes a stack (32) of piezoelectric elements.
12. The fuel injector as claimed in any of Claims 1 to 11, the injector being of the type in which inward movement of the valve needle (12) within a nozzle body bore results in injection of fuel through the outlet opening.

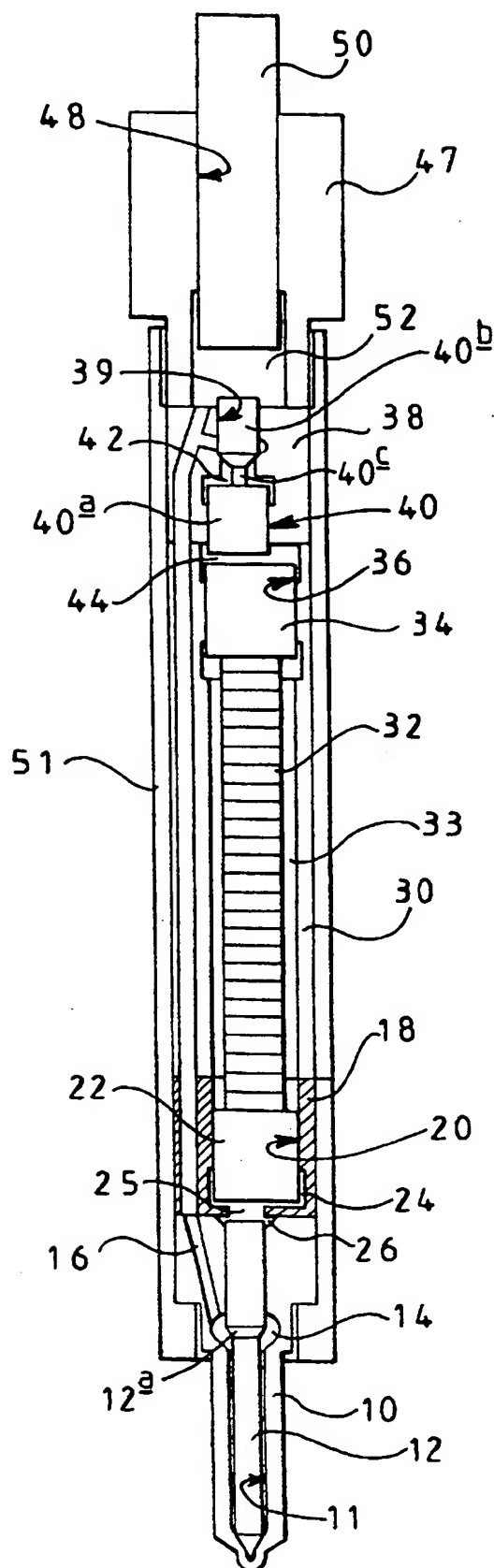
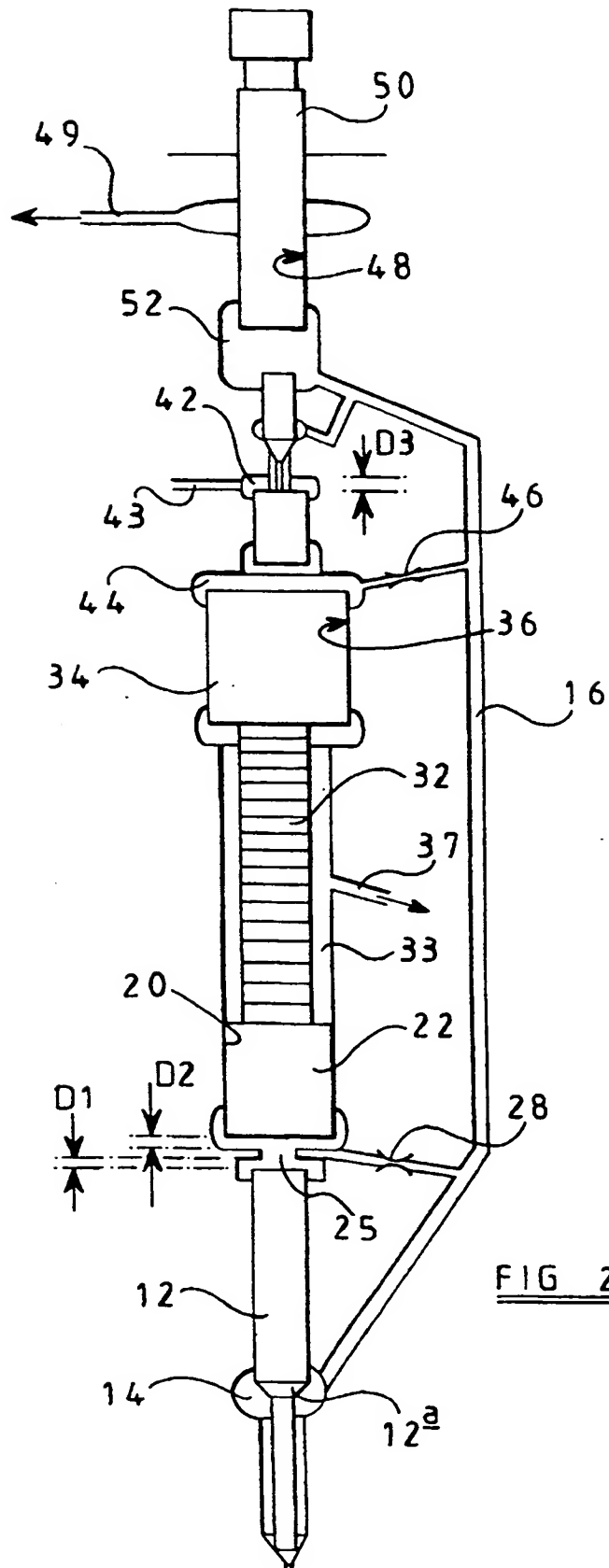
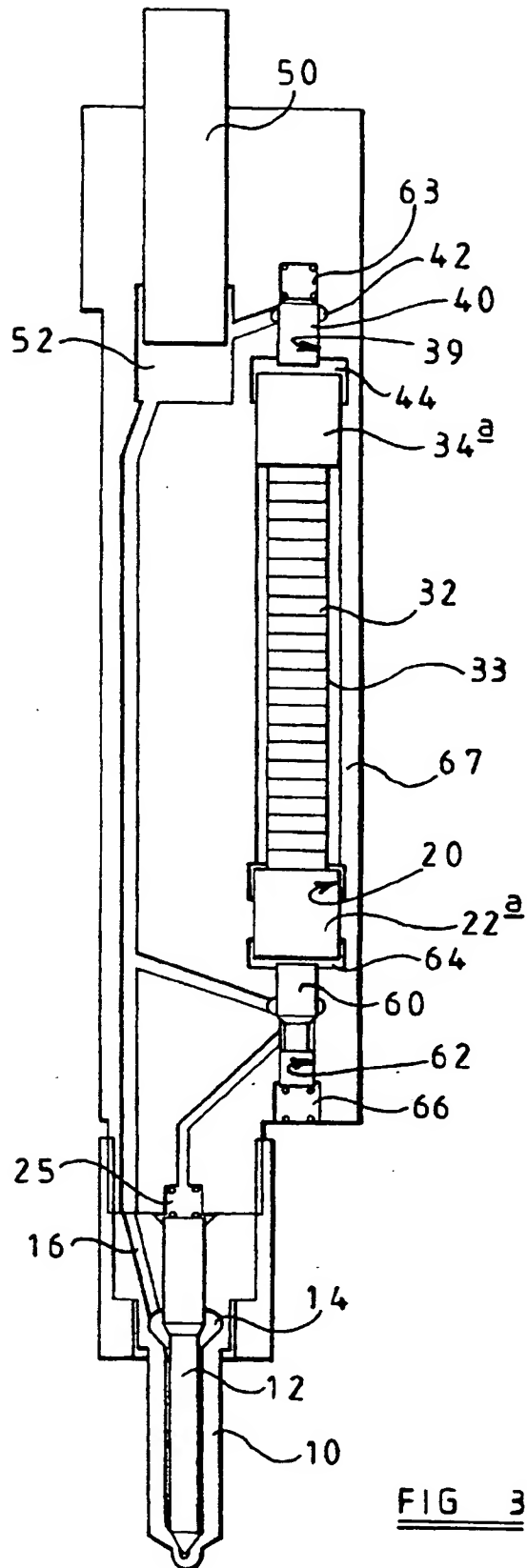
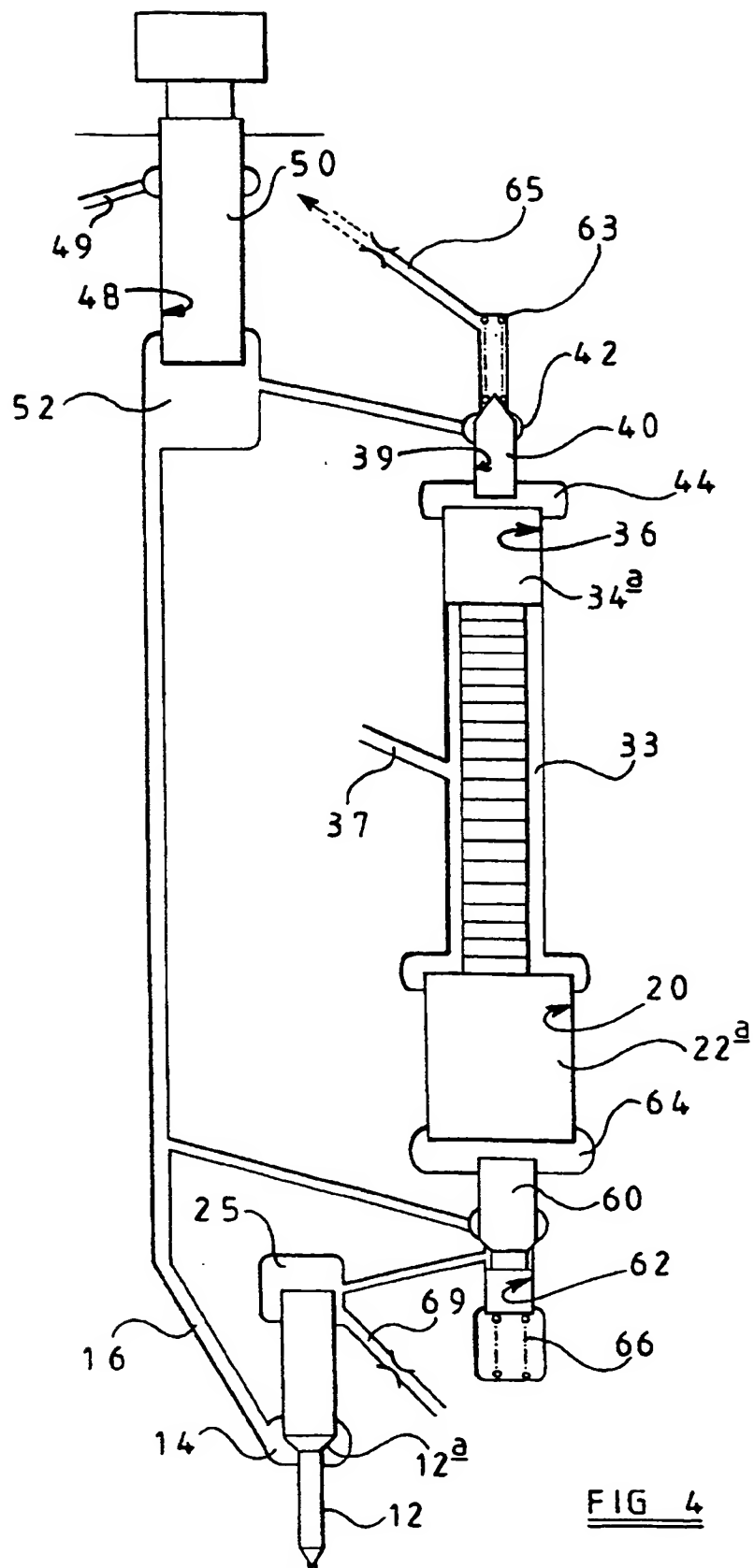


FIG 1









European Patent
Office

EUROPEAN SEARCH REPORT

Application Number
EP 00 30 8869

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.7)
A	US 5 551 398 A (SHINOGLA RONALD D ET AL) 3 September 1996 (1996-09-03) * abstract * * column 3, line 16 - column 7, line 65 * * figures 1-7 *	1,7,8, 10,12	F02M57/02 F02M59/36 F02M59/46 F02M47/02
D,A	EP 0 905 719 A (LUCAS IND PLC ;CATERPILLAR INC (US)) 31 March 1999 (1999-03-31) * abstract * * column 2, line 46 - column 5, line 4 * * figure 1 *	1,2,7,8, 12	
A	EP 0 937 891 A (LUCAS IND PLC) 25 August 1999 (1999-08-25) * abstract * * column 2, line 42 - column 5, line 22 * * figures 1,2 *	1,2,7, 11,12	
A	EP 0 371 469 A (TOYOTA MOTOR CO LTD) 6 June 1990 (1990-06-06) * abstract * * column 3, line 29 - column 12, line 55 * * figures 1-8 *	1,2,11, 12	TECHNICAL FIELDS SEARCHED (Int.Cl.7) F02M
A	US 5 875 764 A (KAPPEL ANDREAS ET AL) 2 March 1999 (1999-03-02) * abstract * * column 5, line 27 - column 10, line 61 * * figures 1-3 *	1,2,7,8, 11,12	
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 11 January 2001	Examiner Kolby, L
<p>CATEGORY OF CITED DOCUMENTS</p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document</p>			

EPO FORM 1503 03.82 (P04C01)

**ANNEX TO THE EUROPEAN SEARCH REPORT
ON EUROPEAN PATENT APPLICATION NO.**

EP 00 30 8869

This annex lists the patent family members relating to the patent documents cited in the above-mentioned European search report. The members are as contained in the European Patent Office EDP file on
The European Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

11-01-2001

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
US 5551398 A	03-09-1996	CA 2145709 A	14-11-1995
		DE 19517578 A	16-11-1995
		GB 2289313 A,B	15-11-1995
		GB 2320288 A,B	17-06-1998
		GB 2320289 A,B	17-06-1998
		GB 2320290 A,B	17-06-1998
		GB 2320291 A,B	17-06-1998
		GB 2320292 A,B	17-06-1998
		JP 7310623 A	28-11-1995
		US 5628293 A	13-05-1997
EP 0905719 A	31-03-1999	JP 11153246 A	08-06-1999
EP 0937891 A	25-08-1999	JP 11315770 A	16-11-1999
EP 0371469 A	06-06-1990	JP 2185649 A	20-07-1990
		JP 2513011 B	03-07-1996
		DE 68921047 D	23-03-1995
		DE 68921047 T	14-06-1995
		US 5057734 A	15-10-1991
US 5875764 A	02-03-1999	WO 9958840 A	18-11-1999

THIS PAGE BLANK (USPTO)

**This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record**

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☐ BLACK BORDERS
- ☐ IMAGE CUT OFF AT TOP, BOTTOM OR SIDES
- ☒ FADED TEXT OR DRAWING
- ☒ BLURRED OR ILLEGIBLE TEXT OR DRAWING
- ☐ SKEWED/SLANTED IMAGES
- ☐ COLOR OR BLACK AND WHITE PHOTOGRAPHS
- ☒ GRAY SCALE DOCUMENTS
- ☒ LINES OR MARKS ON ORIGINAL DOCUMENT
- ☒ REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY
- ☐ OTHER: _____

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.

THIS PAGE BLANK (USPTO)